FROM CALIFORNIA.

ARRIVAL OF THE STAR OF THE WEST.

\$2,000,000 in Geld.

The United States Mail steamship Star of the West, Capt. Gray, arrived on Monday merning from maile, and treasure to M. O. Roberts, received from Pacific Mail Scamship Company's steamer Socota, which left Sau Francisco Ang. 20. In the port of Aspinwall were the United States steamer Rounoke, aloop of war Prebie, and sto eship Relief; crows all well. In the port of Key West was the United States

steamer Folton, to sail in a few days; all well.

The following is t	he treas	sure list of the Star	of the
Wes:			
	299 500	Both & Edger	10,000
Breete an & Co		T. H. & J. S. Bacon	10 000
Am. Ex Sanb	26 160	H. Cone & Co	19.00
W. Beje & Co	32,600	J B. Newton & Co	34,895
Ducas, sterman & Co.	111 417	A Rich & Bro	6,000
Me repeli an Bank		H. Meader & O. Adams	15,000
h Patrick		Weiler & Bros	5.000
8 8 Wate		J Gotesmith & Co	17 660
Chas W. Creaby	35 1,2	Peru-s Brue	5,000
W. Purpus		W. Heller & Co	2 ,700
Croy & O'Connor		Ross Falconer's Co	20,600
Reberta Meria n & Co.		Tresdwell & Co	15,000
E. K. 1 y & Co		1 B. Welt	20,528
Bent Bengs		P Natlar	10.000
A Beimen t		Howland & Aspinwall.	9.182
& C. Bober		A Jakon & Comerce	18,000
J Patrick & Co		Baker & Morrell	6,000
Jenu'ngs & Brewster		scholle Brothers	2+ 000
Bemteder Bret		G Parker & Son	2,200
Z. Ens ein Bres		H E. Griffen	2 560
A M Lawrence		· H. Cognill	6,545 25 000
W. 7. Coloman & Co		Sutcher & Bro	4.000
W. beliemen & Co		O. H Commiss	10,000
J. Straues, Bro. & Co		L G. Reed & Co	24,700
J. Phelab		Order	24,100
A. S. Ree Lhaur & Co.	12,000	Total	0.003 440
Jemon Bond & Co	8 300		,
Keeley, Byrtek Co		Schmittinsky & Co	69 132
Taffee, Mc Catili & Co.		L. D. Crace & Co	10,210
Rysinger & Co		Haney & Everett	503
W. J. Weld & Co		Order	1,300
Beth Adams		4 L. lesace	200
J. Heler & Bro	10,69	5. Lausburgh & Bro	1,612
D Hamburger	5.50	_	No. of Contract
De Witt Kittle & Co	10,60		
The second secon		AND DESCRIPTION OF THE PARTY OF	

We are indebted to John F. Patterson, Purser of the S'ar of the West, for prompt delivery of our packages per Welle, Fargo, & Co.'s Express.

AFFAIRS IN CALIFORNIA. Press Our Own Correspondent.

SAN FRANCISCO, Aug. 20, 1859. The chief topte of discussion during the last week has been Mr. Greeley, his movements, and his sayings. He arrived in this city on the morning of the 16-h inst, having been met at Benicia by a Committee of citizens, including the senior editors of The Alta and Bulletin who accompanied him to San Francisco and escorted him to his hotel. During the 16th and 17th he received visitorsgreat numbers of them. On the evening of the 17th be made a speech an hour long in front of the Oriental Hotel, on the Pacific Railroad, before about 5,000 persons. The meeting was very enthusiastic, applauding Mr. Greeley and his ideas often, long and loudly. The daylight of the 18th was spent by him in looking at the city and writing letters to THE TRIBUNE; in the evening he delivered a lecture in the First Congregational Church before the Mechanics' Institute. Yesterday he went to see our public schools; this evening he will deliver a lecture before a library association; tomorrow (Sunday) he will lecture in the American Theater before the Dashaway (Temperance) So-ciety, and on Monday he will go down to San José to see one of the agricultural districts of the State, and to visit a Mrs. Alden (a daughter of Thurlow Weed), who lives on a ranch in Santa Clara Valley.

weed), who lives on a ranch is Santa Clara Valley. Some of the newspaper editors pretend to be astonished to see that Mr. Greeley wears a black coat and a clean thirt. The Mariposa Star tells the following story:

"Several of the passengers who arrived in Mariposa coalsat Thursday's stage speak in high terms of the fare and accommonations between this place and Stockton. Roast pigs, turkeys, chickens, and luturies to match, adorned the tables all along on the road. Excellent dinners were set, where least expected, and a general sir of neathers, and everything in order prevaled at every stopping place. Upon inquiry it was accertaized that the driver had reported that Horace Greeley would be up on that day—but as he happened to came by private conveyance, our Mariposa friends feasted on he 'extras' prepared expressly for 'Horace.' The shameles rascals seem to be rather tickled at the kies of leasting on Greeley's dinners, and say they hope he will travel on this road."

Mr Greeley will start for the East on the overland stage which will leave here on the 25th inst.

The People's party of San Francisco have nominated the following ticket; the nomination in the present state of our parties being almost equivalent.

present state of our parties being almost equivalent to the election: Di tict Judge of Xiith Judicial District—Samuel H. Bro-

President of the Board of Supervisors-HENRY F. TEXCHE-

COURTY Cleik—WASHINGTON BARTLETT.

Police Judge—Hanrs P. Coon.
Chi of Police—Martin J. Burke.
Sher ff—Charles Doans.
Chiourt—James M. McNulyy.
Reorder—Gueravus W. Brenn.
Tresmuer—W. H. Tillinghast.
Austro—Etyling Mickle.
Tax Collector—Jonathas Hurt.
Assessor—Charles R. Bono.
Buyey Tr. George R. Turners.
Buperintendent of Common Schools—William Sherman.
Buperintendent of Public Screets and Highways—Skorge H.
Heasprans.

Superintendent of Public Screets and His Brash Rass. District Atterney—Harvey S. Brown. Harbor Master—W. T. Thompson.

Habor Master—W. T. TaoMrson.

The Germans of this city held a meeting last week to take measures to put a stop to the importation of dancing-girls from Germany. Large numbers of German girls from 12 to 18 years of age are now employed in this State at low dancing-houses, which are open every evening and free to all. These places are frequented by men of coarse manners, who dance with the girls, and at the end and such piece seth wan is required by custom to of each piece each man is required, by custom, to take his partner to the bar and treat her, the two drinks costing 25 cents. It is expected that the girls will accept every offer to dance. Acquaintance, neatness of dress, or gentility of conduct is not expected in the men partners. During the daytime the girls go about the streets, usually in couples, playing the tambourine or accordson, and singing at the doors of grog-shops or inns, where they demand "two bits" cash payment of every bystander. Of course these girls are exposed to many temptations, and it is a matter of wonder how well they guard themselves, and how faithful they are to their employers. The latter make con tracts with the parents in Germany to pay a large price, varying from \$1 to \$5 per day, for the girls during a period of several years, and to pay their passages to California and back. These contracts are usually faithfulk hear, by the employers, and are usually faithfully kept by the employers; and the girls rarely break their part of the bargain. It from falling to the lowest grade of humanity, for if they should so fall they wou'd desert him and de-prive him of his profits: so he manages to siways keep two or three girls together, and serve as guardians for each other; and their com-parative success deserves to be set down as a psychological wonder, due, perhaps, rather to the rirtue of bumanity. Most of the girls come from Hanover and the vicinity of Bremen, and they are to be sent to all parts of the State. Several of them were arrested in this city day before yesterday, and an effort will be made to have them sent to the House of Refuge. The German meeting referred to passed resolutions, and requested the Consuls of the various German States to address their Gov-

ernments on the subject of the dancing girls.

We have heard that peace has been made between Franco and Austria, and that the latter retains Venice; but we have not received the particular formula for the subject of ticulars of the treaty. The news, as we now have it, has caused a great dissatisfaction among the French and Italians. While we were receiving the news of the progress of the war, the Italians would heist the flag of free Italy on their houses whenever a report came of a victory; but when they heard of the peace they put up their flags dressed in erspe. Last Monday, the Fifty-first anniversary of Louis Napoleon's birthday was celebrated, ascording to arrangement made a long time since, by a To Deum in the French Catholic Church. Some Italians, on the morning of that day, posted about the city a placard reading as

" Norter, -To-day, at 2 p. m., a De Profundie will

Some French Republicans disturbed the Deam, and others proposed to burn the effizy of the Emperor before the French Consul's house; but this latter project was abandoned, perhaps because 300 other Frenchmen assembled before the

Consul's door to prevent it.

Finits are becoming rapidly cheaper. Peaches, two it ches through, are selling five and six for a bit—the price failing not less than 50 per cent bit—the price laining not less than 50 per cent every year. Apples and grapes are not yet abun-dant in the market, so we do not yet know how cheap they will be. Apples two inches through are now worth a bit (dime) a piece. The high value of fruit, and the importance of getting it anoruised has suggested the hellowing invention, described by

The San José Telegraph:
"Geo Evans of San José has invested a very nee Geo Evans of San José has invested a very use ful is strument for picking front from the high bracebes. It consists of a long pote made of some light wood, along the face of which a heavy wire extends, and is kept in its place by iron fastenings. The wire at the stud of the pole connects with two strips of iron which are made to open or close by pushing up or pulnag down the wire, like the opening at closing of a pair of scissors. At the end of each strip of iron is the half of a ball or basket, made of wire, which, when coiced, looks like a globe. On pushing up the wire, this slobe is made to open, and the apple or pear is received in it, and then by drawing the wire, the two halves of the ball close together, having the fruit within it."

A correspondent of The Sacramento [Standard writes an article three columns long to show that the cochineal insect can be profitably raised in the Southern part of the State. The insect lives on a Southern part of the State. The masect lives on a spece as of cactur, which would grow in our State, and thrives in Gustemaia from 2,000 to 9,000 feet above the sea. The cochineal bug was introduced into Gustemala in 1811, and in 1855 1,204,510 pounds, worth about a dollar a pound, were exported. Large portions of the Great Basin and the Colorado Vailey offer a soil and climate very favorable for the cochineal and its cactus.

The town of Vallecito, Calaveras County, was hereal down on the exemps of the 12th inst. The

burned down on the evening of the 12th inst. The act of drawing some alcohol from a barrel while a burning candle was within six inches of the run-ping fluid. A Mr. Mondot, a Frenchman, was burned to death. The f. llowing is a list of the chief losses:

chief losses:

Mad. Belvance, \$4,000; Wm. Krause, \$4,000; Louis Hobenshid, \$5,500; Marquita Ubello, \$5,400; Francisco Conie & Salbes, \$5,00; Vallecita Stotel, \$2,000; P. Airetz, \$2,000; J. Penderguss, \$2,000; Chas. Bruches, \$2,000; J. On Booth, \$1,200; Union Stotel, \$1,000; E. Krause, \$1,500; Wagher & Co. \$1,06; S. Zaun & Co. \$1,000; Mochler, \$1,000; C. Enright, \$1,100; Francisco \$1,000; Mochler, \$1,000; Francisco Charley, \$1,000; C. Schnekle, \$1,000; Charley, \$1,000; C. Charley, \$1,000; P. Warner, \$1,000; C. Schnekle, \$1,000; Charley, \$1,000; C. Schnekle, \$1,000; C. Schne

Miss Ulrika Heiman, a German Jewess, 21 years of age, much esteemed in society, committed sui-cide on the 11th inst., in Stockton, by taking arsenic. She left a letter, of which the following

is a translation: "STOCKTON, Aug. 11, 1859. "Dear God forgive me. The step I am going to make I am forced to. I have erred, and I do not want to see the day when people shall be pointing after me with their flogers, saying I had not a thought she wanted to do anything of the kind.

not a thought she wanted to do anything of the kind.

"Don't let my parents know anything of this. I beg
my uncle and aunt to forgive me. My other coasin
will forgive me—that I know.

"You here in the house: I beg of you a hundred
times to forgive me. I was in hopes to leave this house
in a different way.

"Oh dear — call your child back. I have tasted
all the happiness on earth. I have loved, and I have
suffered.

"Likeka."

A weekly Spiritual paper, called The Family Circle, has been started in this city.

Divorce suits have been commenced in this city in the following cases:
Sarah E. Blasdell agt. Nicholas I. Blasdell.

Honora Sarah Swerds agt. John Swerds.
Josiah Lusk agt. Laura Adalme Lusk.
A divorce has been granted in Stockton to Amelia
Rehkoff, from her husband August Rehkoff.

A correspondent of The Sacramento Bee writing from Genoa, Carson Valley, under date of the 7th inet., says:
"An Indian of the Pi-ute tribe was in town, y day, who was weighed and measured by a number of persors whose curiosity was excited by his dignified appearance. He weighed 254 pounds, and measured of sect 4 inches in hight; has five features, and is about

object 4 inches in highl; has fire features, and is about 25 years of age.

The Red Bluff Beacon gives the following statement of the assays of one from the silver mines in Honey Lake Valley:

"Quartz taken from the upper vein, assayed at Mery-ville by Harris & Marchand, paid at the rate of \$450 per tun; some from the same vein, assayed at Sacramento City by Blake & Co., paid \$201 per tunsir looking gold. The silver one assayed at San Francisco by J. Mutheimer (crushed, oxidized, and amalgamated), paid only \$51 20 per tun, and some quartz from the lower vein, at \$30 per tun, gold."

MARRIED.

At Willow Creve, San Jose, July 30, by the Rev. B. Brierly, Judah Baker, ir. to Miss Susan H. Swain.

In San Jose, Aug. S. by the Rev. O. B. Stone, Mr. Royal Lesvenworth to Miss Mary Castles.

At Union Bar, Butte County, Aug. 4, Henry Mitchell to Mary Neisem.

In Yuba County, Aug. 1, R. R. Hill to Eliza Stanfield.

In Sacramento, Aug. 6, John F. Lynch to Hannah O'Conneil.

hell.
In San Francisco, Aug. 8, Henry Shaver to Ada Van Wart.
In Barramento, Aug. 8, James H. Sullivan, ex Treasurer of
Barramento, to Emma Ancerson.
In Revads, Aug. 4, Frederick Grobs and Miss Louisa A.
Brandan. Brandan.

At Stockton, Aug. 9, by the Rev. Mr. Hill, Dr. F. A. Park of Sarraren'o to A. A. Paine.

In Columbia, aug. 11, by the Rev. A. Fanbairn, Mr. Joseph Young to Mase-line Victoria Hildebrand.

In Grass Valley, Aug. 7, 2by the Rev. T. B. Fish, William Pettis to Abbey Dains.

In Orses Vancy, Aug. 7,207 the Kev. T. B. Fish, William Bettis to Abbey Bains.

At Gold Hill, Carson Valley, Aug. 9, by the Rev. Mr. Bennett,
Sancy Bewers to Mrs. E. Cowen.

In Vasain, Aug. 3, by the Rev. C. B. Lockley, Francis Prince
to Elraberth Walker.

In Tueson, Arizons, Aug. 1, Sr. Don Joseph Waggstaff to La
Senouta Elisco Bougs.

In Stockton, Aug. 11, by the Rev. W. C. Carry, Victor Jahant
to Mattida Armstrong.

At French Corral, Nevada County, Aug. 10, Jeremiah Pollard
to Callina Siocam. Calleta Slocum. In San Francisco, Aug. 17, Mr. Peter Job to Miss Christians

Frazer. 1b San Francisco, Aug. 14, by the Rev. Dr. Peck, James Simp-con, M. D., of Timbustoo, Cairfornia, to Mary E. Paine, or Calais,

aine. In Coulterville, Aug. 9, Edward Smith to Ellen Rosnoy.

In Coulterville, Aug. 9, Edward Smith to Ellen Roomoy.

In Washington, Yelo County, Aug. 3, John Van Arnam, late Justice of the Peace of Washington Township, and originally from Dixon, Ill., at the age of 58 years.

In Sacramento, Aug. 4, Frank A. Gillette, son of the Hon. Francis Gillette of Connecticut, aged 23 years.

At Salmen Falls, El Dorado County, Aug. 2, Capt. Albert Scratton, formerly from New-Bedford, aged 69 years.

In San Francisco, Aug. 13, William P. Smith of Nantuckett, Missa, aged 35 years.

In San José, Aug. 3, Francisca, wife of J. LaCoste, and daughter of A Surod, aged about 19 years.

At Peac's Rameh Puba County, Aug. 3, Blasel Austin, aged 39 years formerly of Ban olph Onio.

In Placerville, Aug. 3, Eldridge Rathbone, aged 59 years.

Ban Francisco, Aug. 3, Mis Ellrabeth Greenough, wife of J. R. Greenough, eag. formerly of Banor, Me., aged 39 years.

Bancur and Portland (Me.) papers please notice.

At Marghy's, Aug. 1, William Yocum, formerly of Platte County, Missautt.

In San Francisco, Aug. 15, of procumonia, George M. Fialer,

In San Francisco, Aug. 15, of procumonia, George M. Fialer,

At Marphy's, Aug. 1, William Yocum, formerly of Platte County, Massautt.

In San Francisco, Aug. 13, of pneumonia, George M. Fialer, aged 33 years, a native of Philadelphia.

In San Francisco, Aug. 9, Mary Elliabeth Rowland, effect in San Francisco, Aug. 9, Mary Elliabeth Rowland, effect daughter of James and Mary Rowland, a native of Massachusatts, aged 7 years, 5 months, and 13 days.

Near Stechton, Aug. 6, Adolphus H. Jenhina.

In Sierra Valley, Sierra County, Judy 16, M. A. Turner, formerly of Malika.

At Grey Eagle, El Dorado County, July 25, from injuries received by tailing over a precipiece, David Hiccian, formerly from Madison, Ky., aged about 42 years.

In San Francisco, Aug. 10, at 1. a residence on Harrison street, reer Beal, Geo. W. Smith, a native of Lewiston, Maine, aged 33 years and 7 months.

rear Beal, Gee, W. Smith, a native of Lewiston, Maine, aged 33 years and 7 nonths.

In San Francisco, Aug 14, of consumption, Mrs. Elizabeth Ann Mosher, formedly of Tarrytown, N. Y., aged 32 years, 5 months and 5 days.

At Poorman's Creek, Plumas County, Aug. 7, by falling into a shaft, Jasper Blackington, aged about 52 years.

In San Francisco, August 14, John A. Ring, aged 51 years, a native of Landingburg, N. Y.

In San Francisco, August 14, Leonard Johnson, a native of Vermont, into of Unkland, aged 45 years.

In Eurak, Township, Nevada County, August 16, Jeremiah Frankin, aged 18 years.

At Tubec, Arifordia July 31, S. D. Simonds, aged 45. The decreased was a millwright by trade, originally from Massachusetts, but latterly from Texas, where he is believed to have a daughter residing. He is fit no property of any value.

In Sancemento. August 16, Elian R. A., wife of Dr. B. B. Brown, aged 45 years.

On Canal Ginch, Sishiyou County, August 5, James H. Horter,

In Sauremento, August 16, Etian R. A., wife of Dr. B. B. Brown, aged 43 years.
On Canal Guich, Siskiyou County, August 5, James H. Horter, formerly of Missouri, aged 23 years.
In San José, August 13, Mary, wife of Nicholas Algire, aged 35

Markets.

Sax Francisco: Friday Evening, Aug. 19, 1859.

Considering that this is steamer any, there has been quite a brisk trade. Most kinds of provisions have an upward tendency. Money is easier than us as:

When I, 200 she rold for export at 150., and 1,100 do on pri-

When T-1,200 do in lots at \$1 22; 400 do extra at \$1 25.

Barlaw-700 do in lots at \$1 22; 400 do extra at \$1 25.

Barcon-tales of 50 or F. K. & C., at 12;c. carb, and 46

I. H. & Co at about the same.

Candite-250 bus Produce. Gamble's, private.

Hans-30 bbls Reyrolds's glared at agent's rate.

Land-75 hs De her's and 180 cs J. H. & Co, private.

Pork-5' bb's Clear at \$20, and 50 hf de do, \$10 50.

\$00638-100 bales China No. 1, so.d at \$c.

SOUTH AMERICA.

The Pacific Steam Navigation Company's steamer

The Pacific Steam Navigation Company's glasmer
Valparaire, Capt. Bleomfield, arrived at her anchorage in Panama on the morning of the 21st of AugustPor England. 4828,128 22
For the United States. 11,246 99
For Panama 1,567 81

Total. 6833,925 87
Our dates are, from Valparaise 1st, and Callan 12th
Angust.

Angust.

The news from Chili is of a meager description;

vry fittle business has been trans-vet by Congress

during the fortnight, but the Mercurus expects it to do

con ething now.

The semi annual report of the Valparaiso Benk had been read at the general meeting of the saarcholders, and presented attractory results. The balance above a net profit of \$39,301, not withstanding the crisis brought about by the recent revolution.

A project has been brought forward in Sastiago to open a new bank, which has been met by an eathuring attractions.

open a new oars, which has been experienced by the recent heavy rains, there has been experienced some difficulty in keeping the copper foundaries in the north at work, and, consequently, the produce of copper has been diminished, but this is merely a temporary interruption.

The Mercurio informs us that a very rich copper

nine has been discovered near the port of Pas de Azucar, ten miles to the north of Coanaral de los Ani-mas. The master of the British bank Culke, had been requested to survey the port, and reports very favor-

The store-houses of Del Rio & Co., in the port of

The store-houses of Del Rio & Co., in the port of San Artonio, have been destroyed by fire, occasioning a loss of 50,000 taregas of wheat, but as the last corp was very abundant, it is supposed this loss will not cause any scarcity of that gram.

Fresh outrages have been committed by Arsuca nian Inoints in Scothern Chile, and a meeting of the Casiques had been held to consult upon measures for destroying the frontier towns on the other side of the hubbo, but house were entertained that their designs

destroying the frontier towns on the other side of the Biabio, but hopes were entertained that their designs would be functiated by the Government.

An important political prisoner, whose arrest some short time since caused great sensation in Santiago, has turned out to be bankrupt in the sum of \$1,400,000, and has succeed in escaping from prison.

A report was current that the British Minister had demanded the presence of some British men of war at a wall prison in the event of four American etcamers at riving there, which were expected to settle the defical riving there, which were expected to settle the difficulties with Chili by force; but we place no reliance in the

The result of the last census shows that at the end of 1807, Chili had a population of 1,558,319 innabitants, being an increase of 119,119 since 1854, or daring a space of three years. A National Magazine is about being published periodically by the Government for the purpose of giving statistical data and other important

The line of the Southern Railroad is expected to be ready for opening as far as Payne, on the 18th dept-un-ber, and to be finished as far as Rancagna at the end

ready for opening as far as Payne, on the 18th September, and to be finished as far as Rancagna at the end of the present year.

The works on the Santiago and Valparaiso Road were progressing favorably and it is now expected that the line will be completed in four years. The Minister of the Interior says in his report that impor and concessions are promised to European colonies, in view of promoting immigration. He also mentions the establishment of colonists in the Straits of Magellan, from the north of Europe, and the parchase of a steamer destined to piace that colony in more frequent communication with Chiloe.

From Peru the news is of some interest; the Spanish Musister Sr. H. Garcia de Quevedo had arrived for the purpose of negotiating a peace between Peru and Ecuacor, but it appears without success. At the time of the sailing of the steamer from Callao, 5 p. m., on the 15th, a rumor was current that Peru had formally declared war against Ecuador, and that the foreign representatives had been notified to that effect. There was, however, no efficial announcement made public in Callao to that effect up to the time of the sailing of the steamer, but we have received a copy of El Peruano, the Government paper, dated 19th inst., which contains an efficial note of Sr. Melgar, the Peruvan Musister of Foreign Affairs, addressed to the Duplomatic Corps resident in Lima, upon the pening questions between the two countries, which we take to be a prehuminary to a declaration of war.

There had been another a tempt at revolution in Arequipa and Cuzco, but they were put down.

It was reported that Echeneque was in Arequips.

The American ship Walter Scott, Cept. Hatch, with a cargo of Beston ice, envered Callao on the morning of the 18th inst. in a thick fog, and touched on the bar off the mouth of the Rimse. At 5 p. m. she was not got off. The steamer Valparaiso, Capt. Bloomfeld, had been to her relief, and the steamer had on the steamer for Penama. The Walter Sout neading of the steamer for Penama. The Walter Sout ne

From Ecuador we have no direct news, the steamer not having touched there.

Guayaquil. Aug. 19.—The Peruvian fleet is still

Gravaguil, Aug. 19.—The Peruvan fiest is shift here, consisting of three vessels. The admiral informed the inhabitants that the bombartment would commence on Monday last. The consequence was that all the upper classes removed from the place. The people appear determined to defend to the last—at the present moment they are mounting cannot not be Telegraph Hill, yet the impression here is that Boots will leave Calmo on the 27th inst. for this place with all his force. Business is in a complete water of prostration. Lest night ness is in a complete state of prostration. Lest night there was a fire that burned down a whole block.

THE ISTHMUS.

There seems to be no important news from this sec-There seems to be no important new virtual sits seem to be not in the evening of the 23d of August, about 6 o'clock, quite a smart shock of an earthquake was experienced in Panama, without, however, any damage being sustained. Although very sensibly felt by persons indoors, it was barely noticeable by any one in

On the 29th of August, while the passengers by the North Star were crossing the road to Pausina, as un-forturate man named Michael Ward of Brooklyn pass-ing from one car to another when the train was in me-tice, fell off the the platform and was instantly killed. He was intered on the road.

He was interred on the road.

On the 19th, Asphavall was visited by a severe squal, which, though it lasted only a very short time, old considerable damage to the buildings in the town, strapping many of them of their roofs. A man was no ortunately killed during the gale by some timber

un ortunately killed during the gale by some timber failing on bim.

The Pacific Steam Navigation Company have ordered the building, in England, of a small steamer for the Company's use in the Bay of Panama. The vessel is to be built of iron, with side paddle wheels, about 100 feet in length, 22 feet breadth of beam, and about three feet draught of water. After being fitted together in England, she will be taken apart, and cent out in sections, probably across the Panama Rauroad, and be reconstructed at Taboza.

The opposition steamer Orizaba, with the North Star's passengers, sailed hence for San Francisco on the morning of the 29th, and the mail steamship John L. Stephers, with the passengers by the Star of the

Star's passengers, sauce hence for San Practice of the morning of the 29th, and the mail steamship John L. Stephens, with the passengers by the Star of the West, on the night of the 31st ult., for the same port. The United States steam-frigates Merris ac and Saranac, sloop Vandalia, and store-ship Warren, are at present in the Bay of Panama. The former will sail hence for home about the 10th of September, via Valparaiso, where Commodore Montgomery will transfer his flag to the Lancaster. The Saranac is to remain here, and the Vancaster. The Saranac is to remain here, and the Vancaster. The Saranac is to remain here, and the Vancas is expected to leave to-day for the States, touching at some of the ports on the South Pacific coast, so that she will scarcely get home before February. The cloops St. Marys and Cyane are on the Central American coast, and the steam-frigate Roaneke and sloop Freble are at Aspiawail. The crews on board the vessels are perfectly healthy. Dr. Ward, Passed Assistant Surgeon of the Saranac, leaves for home in the Star of the West. Lieut, Promix has been temporarily appointed to the command of the store-ship Warren.

FROM CHIRIOUL.

The schooner Josefa arrived at Panama on the 16th bringing news from David to the 12th of August.

The Panama Star says: The reports continue to be of a highly favorable character, and large quartities gold centiane to be taken out of the graves.

gold centinue to be taken out of the graves.

The party who went up to Chirqui in the Josefa on the 20th of July, for the purpose of digging, are so well estissised that they have concluded to remain, notwithstanding the heavy rains which prevail at this season, and they are now successfully engaged at the diggings.

Mr. Hawes, who has returned for the purpose of taking up another stock of goods, has brought down a quantity of very splendid specimens. He calculates, after a careful investigation, that he has seen at least \$250,000 worth of these gold images in the loades of \$250,000 worth of these gold images in the houses of poor people in David, but he thinks there must be a great deal more. He did not see that they are very

shy about exhibiting them to strangers.

It is strange that among all the variety of figures which have been found, there is not one which represetts either a borse, cow, pig, dog, cat, or any other domestic animal

comestic animal.

The country appears in many places to be covered with graves for miles, and it is thought that there will be plenty of occupation for thousands of people when the dry season sets in, which will be in the end of De-At present it would be unwise for foreigners to go there, as they would in all probability get fever from exposure to the rains, and they could make little pro-

gree- in prospecting, owing to the swell-notate of the streams. We would therefore recommend persons in the United Sales, who contemplate recking a for and in Chiragai, or many at home until December or early in January, when they will have several months of day sea her before them, and when the entire country can be traversed without any difficulty.

We learn that the Prefect extended every haspitality to the foreigners visiting David, and has allowed them the free use of his lands to dig on.

The province of Chiragai is one of the most healthy and beautful destrict of New Granada, and the temperature is so coultted blankeds are required at nights, and now that we have received satisfactors confirmation of the reports also a published it will be by no means astonishing to see a rush there as soon as the lamb crace.

means astonishing to see a rueb there as coon as the lains cease.

Provisions are reported as being both chesp and abundant, sitteent any prospect of a rice, as the country abounds to see corn caule, &c.

We have seen a quantity of the earthenware curiosities brought from Churiqui by Mr. Hawes.

They consist of wa er pare, c.s. king pura, images of men and women, &c., all of beautiful workmunchin, and many of them printed with strange devices. Among the rest is a large stone for grading make; it is caved in the shape of a tiger, and is a rare treeting.

The entire lot would be highly prized either in the States of Europe and it is to be boped that before long some light may be thrown on the history of the strange race of people to show these antiquities belonged, for as yet even the age in which they lived appears to be valid in mystery.

HORACE GREELEY IN SAN FRANCISCO.

We refer our readers to the letter of our correspondent in this morning's sheet, for an account of toe movements of Mr GREELEY to Calif. role stace curlest advices. The following notices describe his doings since his arrival in San Prancisco:

GRAND PACIFIC BAILROAD MASS MEETING.

From The San Francisco Butterin.
The Grand Pacific Railroad Mass Meeting, which took place on the evening of 17th August, in front of the Oriental, on the occasion of the public appearance in San Francisco of the Hon. Honace Greener, was an imposing demonstration and in all respects a decided success. By 74 o'cl ck the people had a liected is vast sumbers and the plaza and street in front of the Ho'el were cowded. There must have been, at a fair compa ation, 5,000 people present, and all manifewed much interest in the great object for which the meeting was called, and in the man who was to ad-

dress them.

The Oriental Hotel was buildently illuminated for the occasion. Between the pilears of the versada were rung many Japanese lanterne, and the balostraces were filed with lamps. As it was known many lacies would be present, seats were placed on the balcory for them; and long before the speaking comnenced, these and the sindows and fooms opening upon them were filled. Among the laties of the balcory, A. J. King, the stock-broker, happened to be espied by the cowd, and I ad cross of "Put him out,"
"How's your toe-bad-," and other such expressions were beard, and for some time the audience was very oisterous at the natorious broker's expense. This, however, was before the meeting organized.

At 8 o'clock Ina P RASKIN stepped forward upon the platform and nominated a President and officers of

the platform and nominated a President and officers of the meeting, who were excited as follows: Preside to J. B. Crooket. Preside to J. B. Crooket. Preside to J. B. Crooket. George Cutton, Fletcher M. Halatt, H. S. Getes, Wom. Ashe, Luis Coin, F. W. Macondray, F. A. Wood acros. Henry Selig-mer, J. B. Thouss. Servitaries—Henry F. Daca, E. W. Herrick, James Kellog. As soon as the meeting was organo Zout, Mr. Gikerelle. Dance his appearance upon the stand, which has been

erected in front of the notel and was raised about six feet above the street. His appearance was greeted with prolonged cheers. Col. Chockerr stepped forwars for the purpose of introducing the speaker; but the crowd was so anxious to see and hear Mr. GREELEY, that for a few minutes, he could not be hear . The more distant portions of the assembly We cannot see Mr. GREELEY," ' Take to belowy," "We want to see him." Col. CROCKETT replied that Mr. GREELEY protested that he could not be heard from the balcony. The crowd seemed datermined that they would see the speaker, and hurrahed and vicif-rated, until the President stated that Mr. GREELEY would compromise by anding on the table. At this proposition there was great applause, and order being restored, after a few words of intro-duction by the President of the meeting, Mr. GREELEY mounted the table and stood up before the people, at which there were again hearty and repeated cheers. Several firemen's torches were so disposed on the stand as to throw their light upon him.

The personal appearance of Mr. Gazelley is familiar to many of our readers. He is above the medium hight, rather thin, and has a slight stoop. His head is bald, with the exception of light flaxen locks at the sides and back. Though nearly fifty years of age, there are to writkles in his face; on the contrary, his features, except for his baidness, would insignte omte a young man. There is a peculiar brightness in his eyes, and the general expression of his face is mildness and benignity. His dress, last evening, after drawing off his drab overcoat, (from which the mountaneers out off all the buttons), was plain black, with a light seckcloth. The famous white hat had been exchanged for one of dur-colored wool. His late journey across the plains, al bough it fatigued him much, has made him weigh more than ordinarily, and has given him a fresh and hale appearance.

MR. GREELEY'S SPEECH

Mr. GREELEY sp-ke in substance as follows, and was heard with marked and carnest attention:

was hence with marked and carnest attention:

Fillow Cirize's: My voice is not arrong enough to reach haif the audence from that elevation [positing to the balcony], which would throw it over you all. But if you will be silent, I will endeavor to speak or blerafely and clearly, and hope to enable you all to hear. The Pacific Radroad is the grandest and gravest question of the age. We must not undervalue its efficulties. It is not to be recursed by the adoption of light resolutions; it cannot be built by demonstrations and public talk; it requires the cannot, persistent, and unchangeable effort of a great people. I may call it the product of two necessities: First, a political necessity, in the light in which it is to be regarded as concerning our government; and, second, as a commercial ceiting our government; and, second, as a commercial and social necessity; and I shall speak of it this evening with reference to both.

Many men, when they think and speak of the Pacific

with reference to both.

Many mee, when they think and speak of the Pacific Raihoad, are apt to regard it only in a pecuniary point of view. Will it pay I they a k. What is the effect it is going to have as a source of pecuniary profit. Such is the way in which they look at the subject. But I protest against this view. I do not look at it as a mater of pecuniary profit at all. It has claims of another and stronger character upon the atfention of the Government and people. When the New York and Krie Canal was about to be con menced, and discursion was going on in regard to it, there was much more said to riocule and discourage it than there is now in regard to this railroad. The canal was regarded generally as less practicable than we regard this work boday. But even then the question with the public mind was not whether it would pay, but could the State of New-York do without it. The State answered that it could not do without it. The canal was built. Now look at the result. Before that the the count the scalad cost when they came to build it. Had the Eric Canal been completed on the 1st of January, 1812, it would have saved the Government in the war with Great Britain which followed—in the cost of transportation of transportation on the cost of transportation of the scalad cost when they came to build it. the war with Great Britain which followed—in the cost

of all sty, it would have saved the Government in the war with Great Britain which followed—in the cost of transporting men, provisioes and munitions of war—more than the entire cost of constructing the work.

Now I task is the Pacific Ratirozal a governmental necessity! I insist that it is. First, as a means of national sectority, it is the daty of Government not only to resist and averted anger when it impends, but to foresee and prevent it as much as possible before it breaks upon ur. To-day the United States has two separate defenses to make. The derense of the Pacific coast must be in the nature of circumstances, entirely distinct from the defense of the Allantic coast. The force here must be sufficient to resist any force brought against us in this part of our country. The army up in the Atlantic coast can be of no service to defend the Pacific coast; nor can soldiers from here defend the East in response, if needed. To protect ourselves we must have two armies—double what aimost any foreign State would require in attacking us. Our protective forces would have to be divided and distinct. If war were to break out to-merrow, as it may at any time in the present complicated nearity of a distinct. were to break out to-merrow, as it may at any time in the present complicated position of political affair—as, for instance, in regard to Cuba—we would be compelled to defend these two distant coasts at the same time. Why, you all know that England and France are pledged to the support of Spain in her possession of

Cube; and you can imagine what the result would be Cubs; and you can imagine what the result would be it we should come into collision upon that question. We may indeed, expect with a great deal of certainty, that war will actually break out in reference to Cuba within the next ten year; and we must be ready to meet it. We are builting forts and aremais in various parts of the country, and endeavoring to fortify ourselves against west may come; but every day rea terascon defenses as these more and more uncleas. The science of war is changing all the time, and making the power of a nation descend upon what this as than its seels of sees as these more and or one useless. The secience of war is changing all the time, and making the power of a latten copen open open things than its trie and forthfeathors. We have need of brave men, and we require them in the proper place at the right time. You have all read what his French Emperor said in his address to his soldiers as new man about entering upon a great war, he told them that the great reliable effective force of the army was in the bayonet. But there must be men to wield these bayonets. We may also say, in risalar words, that in the number of our bayotets is our strength. In the event of being attacked here, we have two selvedges of territory to defend; they are widely separated—one far in the east, upon the Arlantic barder, and one here; and in our defense, as I said before, we have to do double work against our ecenies—we must stand two to one to protect ourselves. Any nation with atom we may the at comity, may send an armament of vessels—easy of sers apropeller—and they could reach tere, and lay your cry in ashes, and make your outly resola e with emoking rouns, long before you could be reached by any effective body of men who should leave the Missouri for California on the same day on which the bostile fleet sails from the ports of Engand of France. In order to pro ect ourselves, and he able, in the event of contingencies—which are possible, and, perhaps, probable—we need the means of transportation be a necessity for it. [Great cheers, If this means of communication, and the me who are employed in the defense on New York, to day, can be bringent to defend san Francisco next week, if there should be a necessity for it. [Great cheers, If this means of communication, and need but one arm, we want and need but one has been and need but one have been and need but one arm, we want to end of the san and need but one arm, we want to end of the san and need but one arm, we want to end of the san and need but one arm, we want to end of the san and need but one arm, we want to end of th then have but one line of defense, and need but one army. We are now yearly spending millions for fortifications; but the Pacific Railroad, with the advantages of spendy transportation, will be of more utility than all the forts. It will be our best defense, both on the sea coasts, and a; any required point in the vast Os tre ground of public economy, the road will be a

Or the ground of public economy, the road will be a good thing. We are now paying, annually, \$5,000,000 for the transportation of troops, provisions and other suppress from the westerly settlements of the old States into the Indian countries of the interior. We have to support our sum; it Utah Territory, and the supplies which have to be forwarded to them across the plains, cost five times more than they are worth in the places from which they are carried, on account of the expense of transportation. The most necessary articles of consumption have to be paid for at five times the ordinary rate, pound for pound And this must go on year after year, so long as there is a saving tribe in the country, and we have no Pacific Rainroad. But this is not all These troops, in the exignation of the service, may These troops, in the exignatics of the service, may have to be pushed further over the deserts and wilds There troops, in the exigencies of the service, may have to be pushed further over the deserts and wilds of that country, it may be necessary for them to go down and keep tee Mohave Indians in check, or they may have to penetrate to the l'awnee country; and here would be additional transportation at coeffy rates. If the raincad were built, then men and their arms and n veiticus would be transported at less than half the price we now must pay. I therefore repeat it, that on the ground of economy the raincad is a good thing, and ought to be built. You remember now the naticular to the last threshled, two years ago, for toe safety of turk the army in Utab, when it was becomed up in he was sent mountains, blockaded by abows, its provisions cut off and destroyed by a Mormon force, and dependent for subsistence upon their starving oxen. They had been sent out there against the Mormons, then supported to be in a state of robellion; and we feared the worst for them in the unfortunate circumstances surrounding them. The country then would have expended affines to be sure of their safety; but the milious were valueless because the army could not be reached across the masses of show. Now, if we had heat the rail oad, they would not-flave had to encounter these difficulties, they could have been in Salt Lake Vailey lorg before that time, and have settled the whole deficulty, and accomposited the object of their march six months before the day on which they reached their destination.

Look again, at the mails, and see how they are car-

of their match six months before the day on which they reached their destination.

Look, again, as the mails, and see how they are carried now. We have four separate mail routes between this coast and the Adactic border; and another, from St. Pany, Minnesseta, to Poget Sound, has been ordered by Congress. These several routes costover \$1,000,000 annually, and require bearly a month for the journey. It is bailed because you say that these mails are requissed for the purposes of commerce between our people East and West, as well as for other purposes. They must be carried; but if we had the railroud, all of them, passing from seaboard to seaboard, would be transported in ten days from New-York to San Francisco and at less expetise. You might have a daily mail then, whereas you now have it only semi-occasionally. You do not, with your present arrangements, get all that you should. You get no hewapapers by the semi-weekly arrangement, which you ought to get. New-paper is are woat y u also want, and the fact that you do not get them inflicts great nijury upon my trade, and I feel it myself. [Laughter and great applause.] It cripples the new-paper trace as well as others. For all there reasons, I say that the railroad is a necessity; and, you will to any dignt we may choose, there is every reason is favor of it, and by all means, the sound and

all there reasons, I say that the railroad is a necessity; and, view it in any light we may choose, there is every reason is favor of it, and by all means it should and ought to be made. [Applause]

As a matter of commerce the railroad ought to be built. Look at the channels of commerce as they exist new between the extremes of our country. There are two occans to cross: it requires, at least, thirty days to make the trip; and we risk the dangers of the deep as well as the cangers that may at any time arise from the hostility of other nations. In case of war, this commerce would be impossible; our trade in the ordinary channels and our shipments of treasure, upon ordinary channels and our shipments of treasure, upon which so much of the stability and business of our mercan the community depend, would be arrested. This commerce, with its transits, exists now only by sufferance—by the sufferance of a foreign State, whose territory we cross from one ocean to the other—and it may be broken up at any time. We want to have this trade secure; we want to be certain about it, and not depend thus upon others.

These comes the immense trade of emigration. I have passed through the flood of emigrants on the Plairs this year. I have seen 30,000 people and 100,000 cattle on their weary way hither; and have beheld their way worn, tiresome labors, in their long and suf-

their way worn, treesme labors, in their long and suf-fering march. If there had been a Pacific Ruiroad, al these might have been here in May. With that facility, it would not have required over fifteen days, with the elowest travel, to treasport them all, with all their necessaries, and without the exposures and suf-terings they have to bear. It will take them now an their necessaries, and without the exposures and sufterings they have to bear. It will take them now an
average of four months to get here; they will arrive at
the verge of Winter, worn out, weary, foot-sore, and
reduces by their straggles. Had they been able to
crose the continent in the days, they would have arrived here heaithy, hearty, strong, vigorous, and
ready to go at once to work; and before Autumn, they
would have been able to earn more than enough to
have paic the expense of the trip, while they would
have been spared all the admitted of the severe and
panful journey. I have seen women and children
pleeding slowly along in the hot plain, tanned and sunburnt, working their way through long stretches of
greasewood and sagebrush, weary and sad; and I
thought, as I looked at them, with how much sorrow
and regret they must recur to what they had left behind; and my heart bled to think how far was the distance, and how great the intervat of time which separated them from the land of their aspirations. I
thought not of them only; but of the great armainent
which is following their wake across the plains, coming to assist you, to aid in enriching your valleys, and
developing the resources of your country. It may be
some time before they arrive; but when they come
pairing down over your Sierras, I hope the sight of
that army will quicken you, will arouse the torpid, fire
the lukewarm, and spur up the faithless. I hope it
will trapel you all to renewed energy—that you will
rise up unitedly, like one man, and cry out that the
railroad must or made, and made soon! rise up unitedly, like one man, and cry out that the railroad must be made, and made soon!

But, ladies and gentlemen, this army of emigrants is but the advance guard of the many that will and must come—that would have come this year, had there been a railread. [Applause.] The people of the East—that is the Caucasian race—seem to be impelled westward by some irresistible law of gravitation, the implies where it is highly in the propose of People of the complex was the contract of the c ward by some irrestance law or gravitation, die me pulse where of is hidden in the purposes of Providence. They turn their faces westward; they look forward upon the homes offered them in California and Oregon; upon these countries are fixed the eyes of hundreds of thousands in the oid States and in Europe. A short time before I left the East, I met and entered into contime before I left the East, I met and entered into conversation with a very mielligent English gentleman, upward of seventy years of age, who had traveled much, and had once been in California. He told me that he had been to visit his early home, and now he intented to return here, and spend the rest of his days in California; for it possessed the finest climate in the world. [Applause] What returned Californian, as we call them, at the East, does not wish to get back again? I met at the last printing office in Kansas, before I entered upon the plains, a person engaged in editing a paper, who had previously been in California. He told me a great deal about the country, how much he hiked it, and declared that it was the only land to live in. I asked him why then he was found anywhere else? He replied: "Because I am an infernal fool!" [Laughter and applause.] This is the way they all talk. Thousands who have made their "pile" here and then went to the East, if we get the railroad, will return to you, and bring their families along with them. [Applause.]

I will not dilate upon the subject of the Oriental grade, which it is anticipated would be attracted to this

channel if we had the road. Wiser men than I, who have examined the queetion, say that Sin Francisco is in the natural path of this commerce, and that the siles and spices of ladia and China should pays here. If the roi load were built, they think that the present business arrangement of the world would be changed, and that New York while the commercial center, and not Lincon (Cheere.) But I do not how look advanced for arguments; for I find them abundant at home, it can oen necessities. The road is indispensable, as I have shown. The next question is, howest to be made. This is the practions part of the matter, to be made. This is the practions part of the matter, we must build the road for the whole country. Let us then be ishell questions in relation to particular roates, then be ishell questions in relation to particular roates, then be ishell questions in relation to particular roates, then be ishell questions in relation to particular roates, then be ishell questions in relation to particular roates, then be ishell questions in relation to the railroads in the spirited enough, to realize that all the railroads in the spirited enough, to realize that all the railroads in the spirited enough, to realize that all the railroads in the connected with others which do, that they get there at connected with others which do, that they get there at connected with others which do, that they get there at last; or, if they do not run there, they run somewhere last; or, if they do not run there, they run somewhere at last; or, if they do not run there, they run somewhere at last; or, if they do not run there, they run somewhere at last; or, if they do not run there, they run somewhere at the road of terminus is concerned. You will get the benefit of terminus is concerned. You will get the benefit of terminus is concerned. You will get the benefit of terminus is concerned. You will get the benefit of terminus is concerned. You will get the benefit of terminus is concerned. You will get the benefit of the most he and wil

Let the Government sid the work. I do not mean that the Government should build it, for private exterprise and commercial sagacity will construct it as far less cost then the Government can. Let the Government say the road shall be built; we can find pleaty to do the work. Let them say to all the world: "We want this work constructed, and are willing to aid in its competion. When done, we shall desire to transport our troops, supplies, mails, and munitions of war, over it and we want to have the exensive right to use it for such purposes whenever an emerging to the such purposes whenever an emerging to pay for these privileges and this service, and we invite bits from you all. Take a year to make your surveys, or two years if you need it, and then let us have your bios, and we will award the work to whoever will engage to do it the best and quickest, and for the least amount of compensation for the services we shall require."

"whoever wil engage to do it the best and quickest, "whoever wil engage to do it the best and quickest, and for the least amount of compensation for the eervices we shall require."

In this way the Government can secure the railroad, and insure us the carriage of fail daily mails each way—to partial mails, as now. We might then in time of war, have men transported within ten days, or perhaps in five days; for some would aiready be in the lindan country between here and the Atlantic. Thus we should be doubly strong, and ready for any emergency. If such proposals as I have suggested were made, I believe we should have plenty of bids, and that we should not have to pay a bonus of more than \$50,000,000. But it must be receiveded this bonus would not be lost. The building of the rosal would cause a great increase of the receipts of the Federal Government, from Public Lards, from Castoms, and from the Post Office. The road would open an immense extent of country, rich in mines of iron and copper, as well as of precious metals, of no use till some such means of communication be opened up, by which their products can reach a market. The road would electrify the whole line of the roate; it would increase the Post Office receipts and Land-Office receipts, and I believe that is less than fifty years the whole amount would be returned into the Treasury by itself. The road would need public and for its construction to the amount of say \$50,000,000, but it would really be built at no cost to the Government at all. The receilt would be profitable to Government at all. The receilt would be profitable to Government at all. The work progressed, and as the increased receipts would be consign; it the mean time, we should have as much money in the Treasury at the construction of this work; and we, who live at a distance, in the Atlantic Scates. Sympathize with you. But your energy must strengthen the irresolution of

ria, have a direct, palpable, controlling interest in the construction of this work; and we, who live at a distance, in the Atlantic States, sympathize with you. But your energy must strengthen the irresolution of the week and faint-hearted. You must work, and agitate, and insist that the road shall be built. There are still those who think us crack-brained enthusiasts, when we speak thus. When we were about to commence the New York and Eric Canal, De Witt Clinton wrote to Thomas Jefferson, stating what he was doing. Jefferson wrote back that the idea of such a canal was magnificent; but that Clinton was fifty years ahead of the sge. When the work was completed, Clinton wrote to Jefferson again, stating that the work was cone. Jefferson had made a mistake; but he was a frank man, and wrote back to Clinton, "You were "right and instead of your being aboud of the age, I was fifty years behind the age." [Applause.] So it is with these men who oppose the Pacific Railroad. They are behind the age.

So me say the road will build itself in time—perhaps it will; but you will wait a long time before that day. Those treeless hills, and sandy wastes, and alkalise plaine—it will cost much money to pase them. The youngest man here will be in his grave before the road will build itself; and we want it now. It is cheaper to build it then to wait for it. You must be energetic, resolute determined, if you would get it. You must write home to your friends—and I hope that all will write—and let them know that you must have the road, and that you will have it. Make its enemies your enemies. You are many of you Western men; it was such men who built the Eric Canal, and it is such mea who will build this road. Make its enemies your enemies and its friends yours. Be active in this matter; be strong. I beseech that you will let your voices be heard. Take bold of it with spirit. It is a great and glorious enterprise, worthy of this people and of this pour will be a controlled and the such was a controlled and the such was a controlled

glorious enterprise, worthy of this people and of this regulificent ecuntry. As for me, I will lift my voice for it as long as I live; and I hope, in ten years, if I live so long, to come and see you again, over the rail-road in ten days time from New-York to San Fran-

live so long, to come and see you again, over the railroad in ten days' time from New-York to San Francesco. [Applause.]

With his last word, Mr. Greeley turned to descend the table upon which he had been standing, while the crowd cheered and hurahed to the extent of their lungs. He had spoken for very nearly an hour, in a remarkably clear, correct, and agreeable tone of voice. In many parts of his discourse, and particularly toward the cl. se, he was eloquent and made the most happy impression upon the audience. Indeed, he exceeded the articipations of those who were well acquainted with his abilities as a public speaker.

After he had withdrawn, John V. Wattson was introduced, who made some brief remarks upon the present necessity of the railroad. F. A. Woodworth then effered the following resolutions, which were ununinously adopted:

Resolved, That the immediate construction, under the suspices of the Federal Government, of a Railroad, to units the States of the Atlants with the Facific coast is a measure of vital necessity, as a means of facilitating popus intercourse, transporting troops in time of war, developing commerce, opening to settlement wat sections of the public domain now beyond the bounds of civilization, and binding the Union more firmly together.

Resolved, That the people of California, without distinction of party, depresses the spirit of sectlemalism, which has hitherto proved so estious an obstacle to legislation in favor of this great unational enterprise; and that we respectfully but firmly demand of Congress the immediate passage of a bill, at their, peat semion, providing for its actual commencement forthwith, and leaving the route to be selected by the private capitalism who—under proper guards and restrictions, and with the necessary Governmental adverse the immediate passage of a bill, at their, peat semion, providing for its actual commencement forthwith, and leaving the route to be selected by the private capitalism who—under proper guards and restrictions, and with the necessary

The meeting then adjourned and the crowd dispersed.

every body seeming well pleased that the railroad most-ing had been a marked success, and satisfied that if will result in great good to the people of California and to the whole United States.

MR. GREELEY AND THE RAILROAD MEETING.

From The Alta California, Aug. 18.
The Reilroad Meeting last evening was a splendid success, as will be seen by the report contained it enother column. Mr. GREELEY's remarks were list ened to with wrapt attention by the immense andience which assembled to hear him, and his speech may be regarded as an able and most convincing argument open the pecessity which exists for the imp construction of this great work. It was a speech, in

construction of this great work. It was a speech, in fact, which rebukes in strong language the slanderons vilifications which petty maligners and political scribblers have indulged in sgainet Mr. Grazler both before and since his arrival among us; and, were it not for the fact that their brazen faced impudence outweights all better impulsers, would make them hide their heads in very shame. It is not long since one of these indulged in the most low-bred remarks both against Mr. Greeler and those who proposed to give him a welcome among us, designating the first as a "low demagogue," a "fellow," and a "wretched "fanatic," and the last as "funkies" whom he proposed to "mark" when the time arrived, &c. We re well aware that language of this kind went back as curses do to the lips which send them forth, and we nly allude to it now by way of exposing the folly of its interance originally.

its atterance originally.

The application of such silly epithets to a man like Mr. GHEELEY is none the less hopeless a tack—so far as it can be made to derogate from his standing in the estimation of the world—than will be that other self-elected one of "marking" those who walcome and honor this friend of California, and who can be of so great a service to her. How proud must such a